



# Rudder Flutter

Official Publication of the

IDAHO STATE DEPARTMENT OF AERONAUTICS

CHET MOULTON, Director • CAPITOL BUILDING • BOISE, IDAHO



*Over the last eight issues, the Rudder Flutter has glanced over its shoulder at a few of the stories and events that, in the past 60 years, have fashioned Idaho's aviation landscape. From the memorable to the mundane we have delved into the very fabric of our collective soul. We reflected on milestones that defined our beliefs and listened again to visionaries who gave us heart.*

*The past 60 years and, indeed, the 40 before that have blended and shaped the mosaic we call Idaho aviation. As we look to the challenges of an uncertain future, we will need the tenacity of our beliefs and the strength of our vision to vigorously move forward. But we will do so with great anticipation and intrepidity; our increased vigilance, passion and dedication will drive aviation to greater heights and broader horizons.*

*Let the past guide us and the future challenge us knowing that "... because I fly, I envy no man on earth."*

Aviation Festival





December 2007



*Serving Idaho's Aviation Community for over 60 Years*

Vol 53, Issue 4

# RUDDER FLUTTER

## Coeur d'Alene Airport honors Idaho Fighter Ace

**By: Sean Garmire**  
**Coeur d'Alene Press Staff writer**

COEUR d' ALENE -- Airplanes landing on the tarmac of the Coeur d'Alene Airport will now touch down on the freshly christened Pappy Boyington Field.

A ceremony to rename the airport after World War II fighter ace Gregory "Pappy" Boyington, was held Saturday, September 22, 2007, at the airfield.

Two Marine pilots stationed in Yuma, Ariz., treated Boyington's son, Gregory Boyington Jr., and a crowd of about 300 people, including guest speakers U.S. Rep. Bill Sali and Kootenai County Commissioners Rich Piazza and Todd Tondee, to a flyover before the start of the ceremony.

Several members of the Boyington family traveled from their homes in California to attend.

"This proves they never leave their men behind. Semper Fi," Boyington Jr. said addressing the Pappy Boyington Detachment 966 of the Marine Corps League.

"It's quite an honor to have something named after your father, and it's magnificent for the family, but I think it's a symbol, too," he said.

It was a sentiment echoed by Sali, who agreed that renaming the airfield was "holding (Boyington) up as a person who is deserving of esteem." But the new name represents more than the heroism of one ace pilot, "It represents that those who fought with him are also deserving of esteem," he said.

The Kootenai County Board of Commissioners voted in August to rename the airport, prompted in large part by the Pappy Boyington Detachment 966



**Gregory "Pappy" Boyington**

of the Marine Corps League, many of whom attended the ceremony.

The detachment spurred the movement to rename the field because of Boyington's extensive war record. Boyington was born in Coeur d'Alene in 1912, but did not grow up in the area, as he moved to Tacoma while he was still young.

A daring pilot, Boyington earned many distinctions during his service.

**See Fighter Ace**

**Continued on page 3**



**Marine Harriers perform flyover**

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## Eastern Idaho 99's

# Air marking of the Howe "International" air strip

By: **Sandi Bills**

The Eastern Idaho 99s, along with some of our "49 1/2ers" (spouses) and flying friends, met at the Howe "International" air strip Saturday morning, September 22, 2007, to continue our air strip boundary marking project.

We began this project in 2006 with white-painted pavers. Our plan is to add more pavers until one day a pilot can actually see the air strip boundary from 800 feet above the ground at a distance of five miles. This year, armed with more pavers, paint, shovels and some muscle, we added another 84 to the boundary. Rain and snow threatened our efforts, but we weren't going to let the weather interfere.

We chose this project as part of our mission — the 99s is an international organization of women pilots formed to promote general

aviation. We contribute to aviation by raising funds for flying scholarships, to improve airports and to teach others about the benefits and joy of flight.

We meet for lunch on the third Thursday of each month. The location of the meeting varies as our membership is spread from Driggs to Howe to Lava Hot Springs.

If you want to join in an activity or just come to get to know us, please contact Sandy Storhok at [ssorhok@ida.net](mailto:ssorhok@ida.net) for more information.



**Joy McDonald and Jonnie Landis adding pavers at the Howe Airstrip**

## Fighter Ace

Continued from page 2

He was awarded the Medal of Honor for leading a formation of 24 Corsairs over an enemy base on Kahili Island. Circling the base, his pilots lured 60 enemy planes into the sky, which were all destroyed in the ensuing battle without a single allied casualty. He was also awarded the Navy Cross and the World War II Victory Medal, as well as the Prisoner of War Medal, for spending 20 months in a Japanese prison camp.

"He always wanted to come back here," Boyington Jr. said. "He just never got a chance. The clock ran out."

Boyington died in Fresno at the age of 76.

"He was a great hero," Piazza said. "He worked hard and fought hard, and



did a great duty for our country."

Piazza said he hopes the new name bestowed upon the airfield will prompt future generations to look to history books for Boyington and other war heroes.

*(Gregory "Pappy" Boyington was born in Coeur d'Alene to the Sioux Nation on December 4, 1912. He lived in the nearby logging town of St. Maries until the age of 14 when he moved to Washington. — Wikipedia)*

Many thanks to Coeur d'Alene Press Managing Editor, Mike Patrick and staff writer, Sean Garmire for permitting us to reproduce their article in the **Rudder Flutter**.

— Editor

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is published in March, June, September, and December. All submissions are due in this office by the 15th of the month **before** the desired month of publication.



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# Radio Chatter

**By: Frank Lester**  
**Safety/Education Coordinator**  
**Lockheed Martin and Flight Service**



Most of us have been dealing with long waits and poor service since the FAA handed the Automated Flight Service Station (AFSS) system to Lockheed Martin.

Downsizing, glitches and “growing pains” have plagued the changeover and created a feeling of total frustration among users and AFSS personnel.

In an effort to keep these problems “on the front burner,” the AOPA has briefed the head of the FAA on a regular basis as to the current status of the AFSS system. They have also printed a “Telephone Briefing Flight Planning Tips” card, which can be downloaded from their website at <http://www.aopa.org/flightplanning/articles/2007/071004card.pdf>.

**AFSS TELEPHONE BRIEFING FLIGHT PLANNING TIPS**

Use these shortcuts in place of voice recognition when calling 800-WX-BRIEF (800-992-7433):

- Press 1 to speak to a briefer; enter state code (see below).
- Press 2 to issue, cancel, or amend Notams (authorized persons only).
- Press 3 to listen to TIBS (transcribed information briefing service); enter state code.
- Press 4 to record a Fast-Fix Flight Plan.
- Press 5 to hear Special Announcements.

**Additional telephone numbers:**

- Clearance Delivery: 877-4-TIBS-WX (877-484-2790), enter state code
- TIBS direct line: 888-FLT-SVC (888-358-7782), register complaint
- FAA's FSS Hotline: 888-FLT-SVC (888-358-7782), register complaint

**International access telephone numbers for U.S. Customs notification from areas in the Caribbean, Mexico, and South America:**

- Albuquerque, New Mexico: 505-243-7831
- Fort Worth, Texas: 817-587-8119
- Miami, Florida: 305-233-2600
- Intra-Florida: 800-432-4716, within Florida for international briefings to Caribbean, Mexico, and South American destinations
- Prescott, Arizona: 928-383-6126

STATE	STATE CODE	STATE	STATE CODE
Alabama	AL or 25	Nebraska	NE or 63
Alaska	AK or 25	Nevada	NV or 68
Arizona	AZ or 29	New Hampshire	NH or 64
Arkansas	AR or 27	New Jersey	NJ or 65
California	CA or 22	New Mexico	NM or 66
Colorado	CO or 26	New York	NY or 69
Connecticut	CT or 28	North Carolina	NC or 62
Delaware	DE or 33	North Dakota	ND or 63
District of Columbia	DC or 32	Ohio	OH or 64
Florida	FL or 35	Oklahoma	OK or 65
Georgia	GA or 42	Oregon	OR or 67
Hawaii	HI or 44	Pennsylvania	PA or 72
Idaho	ID or 43	Puerto Rico	PR or 77
Illinois	IL or 45	Rhode Island	RI or 74
Indiana	IN or 46	South Carolina	SC or 72
Iowa	IA or 42	South Dakota	SD or 73
Kansas	KS or 57	Tennessee	TN or 68
Kentucky	KY or 59	Texas	TX or 89
Louisiana	LA or 52	Utah	UT or 88
Maine	ME or 63	Vermont	VT or 88
Maryland	MD or 63	Virgin Islands	VI or 84
Massachusetts	MA or 62	Virginia	VA or 82
Michigan	MI or 64	Washington	WA or 92
Minnesota	MN or 66	West Virginia	WV or 98
Mississippi	MS or 67	Wisconsin	WI or 94
Missouri	MO or 68	Wyoming	WY or 99
Montana	MT or 68		

FSS Complaint Hotline - 888-358-7782

Richard Post, Director, Flight Service Operations at Lockheed Martin, is the point of contact for issues, concerns or problems with Flight Service Stations. He requested we share his contact

information and stated he will ensure all problems presented to him will be addressed.

His phone number is 571-223-3142, and his email is [richard.a.post@lmco.com](mailto:richard.a.post@lmco.com).

## February 1, 2009 & 121.5 MHz ELTs

On February 1, 2009, Search and Rescue (SAR) satellites will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). This means that pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of other aircraft and/or ground stations monitoring 121.5 to hear and report distress alert signals transmitted from a possible crash site.

Why is this happening? 121.5 MHz ELTs have a propensity to generate false alerts (approximately 98 percent of all 121.5 MHz alerts are false), and their failure to provide rescue forces with timely and accurate crash location data. Both of which actually delay rescue efforts and have a direct effect on an individual's chance for survival. We have to respond to all 121.5 MHz alerts as if they are real.

However, SAR satellites have been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple emergency call often solves 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the

search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or, at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail. We have air assets capable of homing in on 121.5 MHz signals.

**Remember, after February 1, 2009, SAR Satellites will no longer process 121.5 MHz alert signals.** For further information concerning the termination of 121.5 MHz data processing visit [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov)

## Safe Pilot Program, 2007 & Beyond

The Safe Pilot program has been a fixture of the Idaho Division of Aeronautics since its inception in 1960 by then director, Chet Moulton. The original premise that “A good pilot is a safe pilot” is as true today as it was in 1960. Over the years, though, competition with the FAA's Wings program, increasing costs and decreasing participation forced us to take a hard look at the purpose of the program and how to successfully bring it back from the brink of extinction.

In the myriad of aviation events I have attended, two things are apparent: aviators have an insatiable desire for information, be it safety or general interest; then there is the ever-present need to gather and “hangar fly” with their flying brethren. Building on these two needs and Aeronautics' desire to reconnect with its “constituency,” the Idaho Safe Pilot program has reemerged with new vitality and purpose.

Beginning with the “Chart Smarts” seminars last spring and this fall's seminars with Sparky Imeson and Mick Wilson, the Safe Pilot Program will host a series of biannual seminars throughout

**See Radio Chatter**

**Continued on page 5**



# THANK YOU...

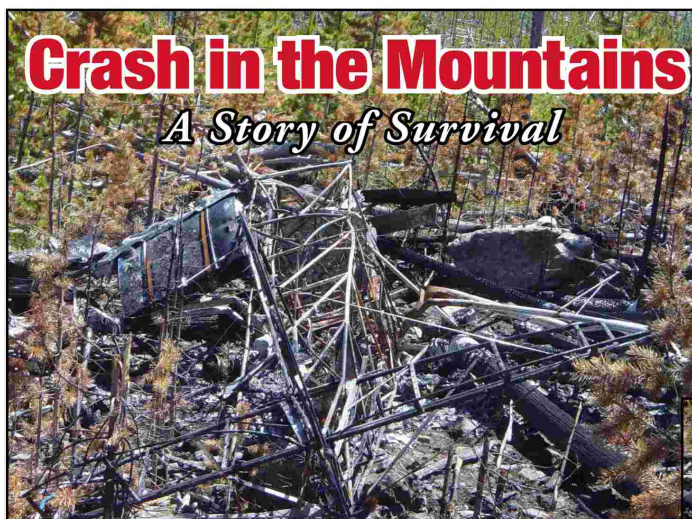


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Presents

**Sparky Imeson**

**The Ordeal . . .  
in His Own Words**

**7:00 PM – 9:00 PM**

**Lewiston - Mon., Oct. 29**  
EAA Chapter 328 Hangar

**Coeur d'Alene - Tues., Oct. 30**  
Budweiser Centennial Distribution Building

**Sandpoint - Thurs., Nov. 1**  
Sandpoint Community Hall

Photos by Greg Morris



FAAsteam and Wings  
Eastern Idaho EAA Chapter 407

on and directions: [www.itd.idaho.gov](http://www.itd.idaho.gov)  
[www.faasafety.gov](http://www.faasafety.gov)  
[www.crashandsurvive.com](http://www.crashandsurvive.com)

... to those organizations and individuals whose assistance proved invaluable to the success of the fall Safe Pilot seminars:

- FAAsteam
- EAA Chapter 407
- Robin Wells
- ITD
- ISU Idaho Falls
- Twin Falls Farm Bureau
- Natalie Bergeven
- AvCenter
- Aeromark
- Conyan Aviation
- Jerome Flying Services
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- Community of Sandpoint

## Radio Chatter

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the state. Based on the wishes of Idaho pilots, we have a host of topics from which to select. Every attempt will be made to bring in the most knowledgeable and experienced speaker on each topic. Our purpose is to provide you, the pilot, with the best

knowledge and tools available to carry on the tradition of an Idaho "Safe Pilot."

**and Finally . . .**

Thanks to all of you who have sent me your expired sectionals. Although I now have a sufficient quantity for teachers to use in the classroom, please continue to send them along. I will always have a use for them.

## Idaho Airport/ Facility Directory

The most up-to-date information on all Idaho airports is available on our website, [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero). Click on Airport Facility Directory to access the map-based system. Please contact Aeronautics at 208-334-8775 or [mark.lessor@itd.idaho.gov](mailto:mark.lessor@itd.idaho.gov) with updates/ suggestions regarding this online directory.





# Airport Maintenance

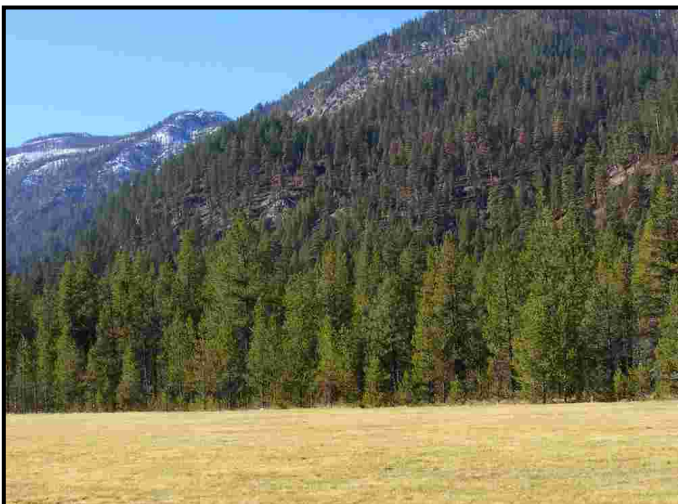
**By: Mark Young**  
**Airport Maintenance Manager**



## 2007 Johnson Creek Wildfire

In the past couple of months we have received random inquiries regarding the condition of Johnson Creek following this year's devastating wildfires. Most have come from non-residents who may not have access to current photos or reports. Rumors were circulating that the entire Johnson Creek drainage burned to cinders and that nothing remained of the airport.

On a recent flight into the airstrip, Paul and Bev Sunderlin of Bend, Oregon, took several photos and were kind enough to forward them to us. These pictures are of the mountain on the west side as well as an aerial view of the airport. As you can see from the photos, the fire did come down the mountain and actually burned the grass in a few places right up to the runway's edge. However, you can also see that



the burn was sporadic as it came down the mountain, leaving a lot of unburned trees. The airport itself was untouched thanks to the efforts of crews protecting structures along Johnson Creek and in Yellow Pine. Wooden structures at the airport were wrapped in fire-resistant

foil, fuel tanks were protected, and the north camping area was thoroughly thinned and chipped back into the trees.

The area around Warm Lake, as well as the Johnson Creek drainage and the South and East Fork Salmon River drainages, did receive substantial damage from the fires; however, Mother Nature has a way of repairing these "oweys." Without a doubt, you will see many, many acres of burned timber as you approach Johnson Creek and other backcountry airstrips in 2008, but rest assured your stay at Johnson Creek will be exactly as it has been for many years. Have a great winter, and we'll meet you at the shop with some firewood next summer.

## Volunteer Labor

We would once again like to express our sincere appreciation for all the volunteer labor put into maintaining the state's airstrips this past season. Not only did Idaho pilots provide their time and labor, but many non-resident pilots came from neighboring states to participate in these work parties.

During the 2007 season, volunteers logged 530 hours of work maintaining these precious strips. The airports we know of that received volunteer maintenance work included Magee, Big Creek, Henry's Lake, Smith's Prairie, Warm Springs, Thomas Creek, and Pine. Work performed included irrigating and mowing runways, fence repair, rodent control, tie-down and windsock



maintenance, signage repair and replacement, equipment maintenance/repair/rebuild, filling and placement of sandbags to eliminate spring flooding, and runway maintenance. Organizations donating their time included the IAA Treasure Valley Chapter, IAA Coeur d'Alene Chapter, Treasure Valley Chapter of the Idaho 99s, Eagle Rock Squadron of the Civil Air Patrol, Gooding Airport Flyers Association, and the Ponderosa Aero Club. If there are others who have donated time and labor and are not recognized here, we apologize for the oversight. It is probably due to the fact that we never received any volunteer reporting forms.

We suspect that some airstrips may receive volunteer labor without its being reported. We encourage volunteers to report all hours worked for two reasons: First, so that you are covered by worker's compensation; and second, that an accurate count of volunteer hours is maintained. This information is critical in reports that Aeronautics must make to the Legislature, the Transportation Board and to the local community.

We salute each of you and give a hearty thanks to every volunteer who so unselfishly gave up their weekends and evenings to assist in maintaining these jewels.

## Maintenance

**Continued on page 7**



# I've Seen the Future and I Like What I See

**By: Frank Lester, Safety/Education Coordinator**

My last student was 16 years old when he asked me to give him flight instruction. When most kids that age are focused on a driver's license and a car, the ones that look beyond that typical sequence of events, that break that mold and pursue a path out of the ordinary, are very special. They are focused; they usually know what they want and dedicate themselves to achieving it. I spoke to that student a couple of years ago and he was on his way to an F-16.

Today I got the chance to talk to another one of those "kids." I met his mother Ilona, an internationally known freelance photographer, during the Cessna 180/185 fly-in at Johnson Creek last summer. In passing, she mentioned her son, Landon, was a pilot at Sun

Valley Aviation. After a few questions, I knew I wanted to talk to him.

Landon Skunberg is barely 20 and is type rated in a Citation 500. The 2005 Salmon High School graduate and son of 1987 Maintenance Technician of the Year, Lenny Skunberg, was bitten by the flying bug when he began helping his dad around the hangar at the ripe old age of 12. He earned his Airframe and Powerplant (A&P) rating rebuilding a C-140 and then learned to fly in it. A graduate of Central Oregon Community College in Aviation Science, he has all his ratings through Instrument Flight Instructor (CFII). He would have had his Airline Transport Pilot (ATP) certificate as well except for the fact that he is too young. He will complete his Multi-Engine Instructor (MEI) rating in

December 2007 and is currently the Chief Pilot for Sun Valley Aviation; quite an accomplishment for someone not yet 21 years old.

There are many "kids" like Landon out there. We need to find them and mentor them because when we close the throttle for the last time, set the parking break and close the hangar doors, we will hand them the key. We will pat them on the back, wish them luck as they eagerly climb into the cockpit, but we still must remind them to "...keep your nose up in the turns."

Yeah, I got a glimpse of the future and I like what I see.

---

## Maintenance

**Continued from page 6**

### Cavanaugh Bay Shop Improvement

During this past summer, the Division constructed a new shop at the Cavanaugh Bay airport. While it will make a dramatic improvement for our seasonal caretaker, we'll be stuck with the existing shower and public restrooms for another couple of years.

We had hoped to construct a new public shower/restroom facility during the summer or fall of 2008; however, increased construction costs will force us to delay that project by at least a year. Once completed, the existing Quonset building will be donated to another individual or organization.

### Reed Ranch Acquisition

The Division has applied for a special use permit from the Forest Service to operate and maintain the Reed Ranch airstrip on the South Fork Salmon River. This may be a somewhat lengthy process as we work through the required Environmental Analysis

(EA) and determine exactly who will perform this work, what it will cost, and what (if any) limitations may be placed on us prior to opening the strip. Due to the anticipated expense of the EA, coupled with the length of the process, we are not applying for approval to place toilets, picnic tables or other amenities at this location. The only improvements will be runway markers, a windsock, and several tie-down spaces.



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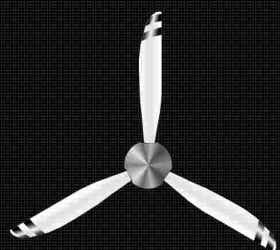
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# Wilderness Within Reach 2007

By: Joe Corlett, IAF Board Member/ Coordinator WWR

Neither the smoke nor heat could deter the annual Wilderness Within Reach (WWR) fly-in to Sulphur Creek Ranch on July 20-22, 2007. This year's group included twenty AdVenture participants in association with the Boise Parks and Recreation Department. This was the second trip into the ranch for the group. The owners of Sulphur



**Dave Rigby with son Michael**

Creek Ranch generously hosted the program, providing cabin space for everyone. It was a first class event. The ranch was being run by Don Brown, a veteran manager who does it all from cooking to packing the livestock. My wife, LuAnn did the shopping and food preparation for the group. This year, she had our niece, Emilie Ann Herre, as a very able and energetic assistant. The donated flights left Boise around 8:00 AM on the 20<sup>th</sup> for the forty minute flight to the wilderness ranch. You really have to hand it to the pilots for their generosity. We cannot thank them enough for their efforts. The air taxi



**Emilie Ann the refreshment girl**

operators flying this year included SP Aircraft owned by Scott Patrick, and Arnold Aviation, owned by Ray and Carol Arnold. Their respective

pilots included Ray himself as well as Walt Smith, and Jeff Overton for SP. Salmon Air Taxi and Thunder Mountain were standing by if seats became scarce. Program pilots included Tom Boyer, Ace and Margie Jones, Wayne Thiel, Duwayne Emmons, Bill Miller, Rick Thomas, Casey Lindsay, Mike Chapman, and me. Rick Budwee helped with the departure, and will be involved in future



**The Group**

did a marvelous job of cooking with the help of Emilie Ann, Margie Jones, and even Dr. Ace himself. The food and beverages were purchased by the Idaho Aviation Foundation (IAF), the sponsoring organization for WWR.



**Dr. Ace Saturday chef**

trips. A special thank you should also go to Jack and Rene Kotaki for hauling excess freight out of the ranch on Sunday. Jack is a recently-retired corporate pilot from St. Louis, MO. They have only been here in Boise for a month, and have a beautiful C-185.

Activities featured hiking or fishing, as well as camp games, pool, dominoes, marshmallow roasting, and even a major "road apple" fight. A lot of us were content just chasing the shade, and enjoying the view. Of course, one of the favorite activities was meal time. Luann

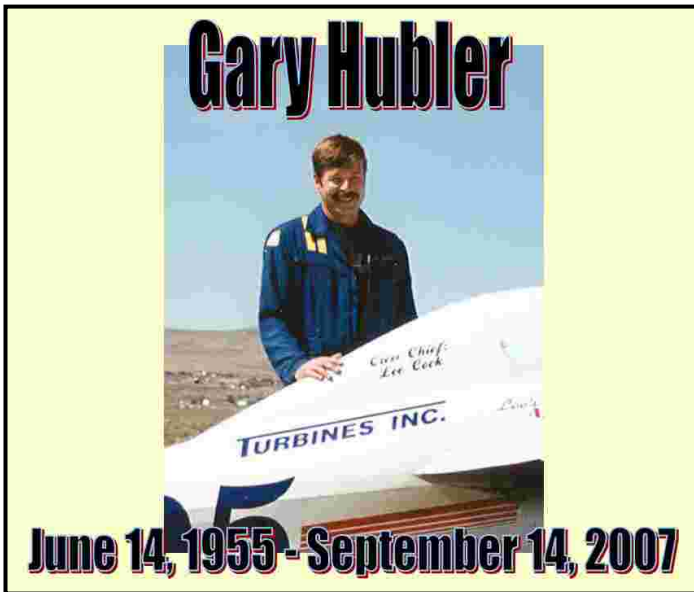


**LuAnn at work**

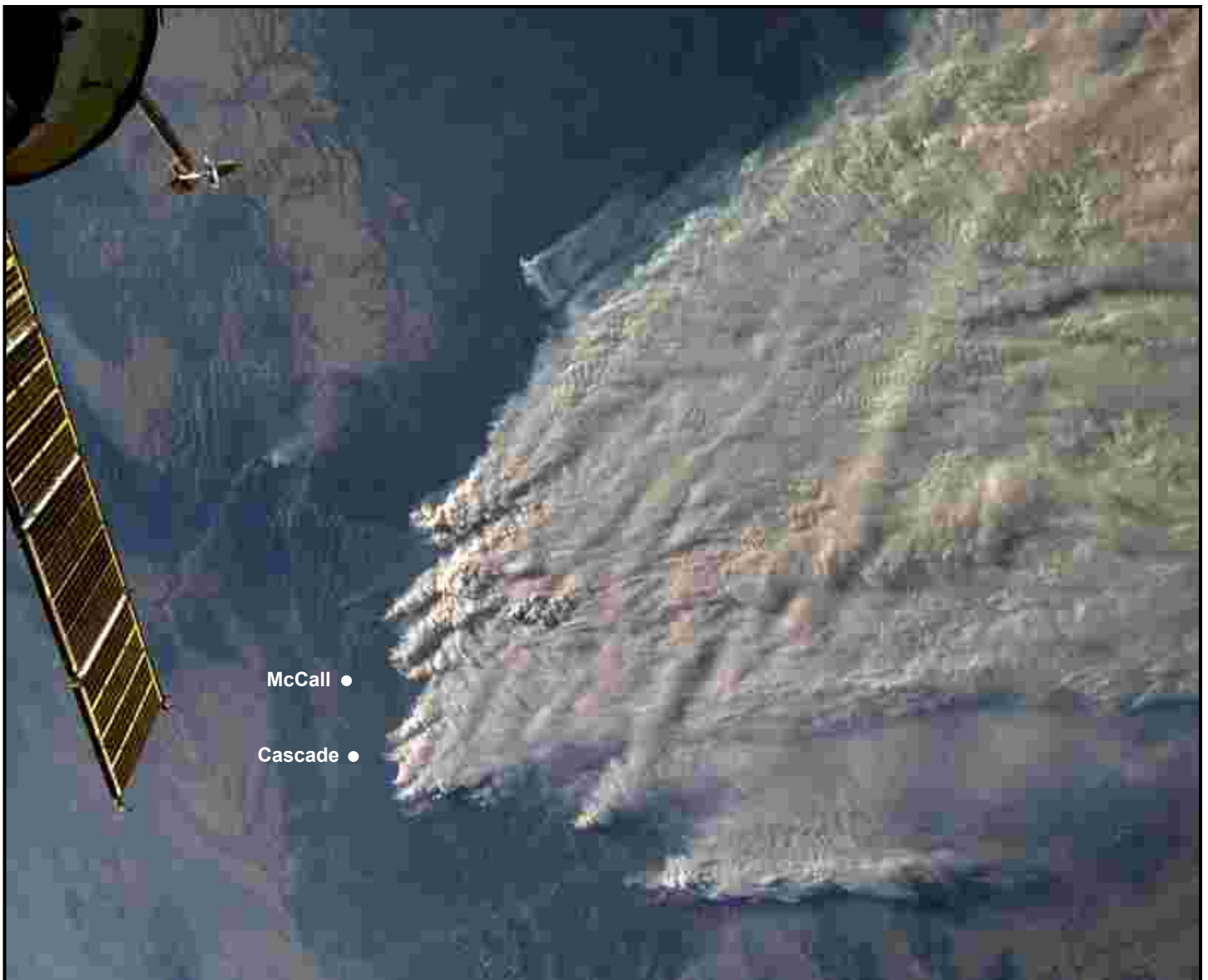
The WWR program was founded nearly twenty years ago to promote access to the wilderness areas of Idaho. It demonstrates the ability of those unable to physically master a trail system to actually be able to access and enjoy the scenic wonders of our back country. Aircraft have allowed this to happen. The IAF is committed to the perpetuation of the airports in Idaho, and we feel that this program is done in the essence of that goal.

Thanks again to Sulphur Creek Ranch and Don Brown for being such excellent hosts, and to the pilots and air taxi operators for being so generous for this very worthwhile program.





Rose Hill Montessori School visited Aeronautics in September.



2007 Idaho fires from space.







**Sandpoint Fly-In: Friends of the Sandpoint Airport with the local EAA Chapter and over 50 volunteers welcomed 800 attendees and 80 aircraft to their 2008 Fly-In.**



**Ryan Moore: Graduate of Buhl High School and 2001 graduate of Aeronautics' ACE Academy, is a first year student at ISU's College of Technology in Aircraft Maintenance Technology. He is shown here with Gary Shipley (L), current AMT Director and John Bakken (R), past AMT Director.**



**Mick Wilson talks about surviving a crash at the seminar in Idaho Falls.**



**Jan Lee, organizer of the Sandpoint seminar with Sparkey Imeson.**



## EDITORIAL:

# BOR Closes All Water in 14 States to Seaplane Landings

By Steve Burak

Nadine and I flew our float-plane home to Idaho from Alaska this fall, only to find out that on October 1, 2006 the Bureau of Reclamation (BOR) in 14 states had closed all water under their jurisdiction to seaplane activity. I had not received any notice of this. In talking to Jerry Gregg at the local BOR office I found out that he did not know whose idea it was or why it was done. He suggested that I apply to the regional BOR office to open the waters on two or three lakes in the state for me to land my floatplane. Some individual pilots at Cascade Lake have already gone through a process for permission to land there, but with some specific restrictions; however, it seems like a laborious, back door attempt to re-open waters that never should have been closed in the first place. It would be ridiculous if we had to complete this process to open one, two, or three waters at a time in all 14 states.

A body of water normally available for floatplane use should not be closed to aircraft while still being open to "motorized craft" (once an aircraft is on the water it is under the same regulations as a boat).

Only 5% of Americans fly airplanes and only 5% of those fly seaplanes. Those of us who fly seaplanes need help from all pilots in general aviation. This should not be considered a challenge JUST to the seaplane pilots but an effort with potential ramifications for **ALL** pilots. The Department of the Interior needs to take a serious look at what they've done here.

Apparently, Oregon has a law that prevents this from happening in their state, so I contacted Mark Young of the Idaho Division of Aeronautics to arrange a meeting to discuss this issue

and our options in resolving it. On December 20<sup>th</sup> I met with Mark and J.V. DeThomas, Bill Statham, Mark Lessor, and Mike Pape of the Division of Aeronautics; Larry Taylor of the Idaho Aviation Association; Patrick Kearney of the Department of Interior, Aviation Management; and Jeff Reavis and Scott Short of the Bureau of Reclamation.

As a result of this meeting, Larry Taylor of the Idaho Aviation Association will write a request to the Idaho Division of Aeronautics to reopen the closed waters in Idaho. In turn, the Aeronautics will write to the Bureau of Reclamation also requesting that these waters in Idaho be reopened to aircraft activity and that a special use permit be issued until it is decided whether or not the waters will be permanently opened.

What is the next step? First, letters should be written to our congressmen, to Dirk Kempthorne of the Department of the Interior, and to the Transportation Departments in all 14 states (Arizona, Idaho, New Mexico, Oregon, Washington, California, Kansas, North Dakota, Texas, Wyoming, Colorado, Montana, Oklahoma and Utah), expressing our concern in regards to what has happened. Second, we need to unite the support of all aviation entities and make this an issue in order to reverse this decision.

Please contact me if you are interested in helping resolve this issue.

Thank You,  
Steven Burak  
208-861-9055  
[stevenburak@mac.com](mailto:stevenburak@mac.com)

US Senator Larry Craig  
225 North 9th Street  
Suite 530  
Boise, ID 83702  
208-342-7985  
(f) 208-343-2458  
<http://craig.senate.gov>

US Senator Mike Crapo  
251 E. Front Street  
Suite 205  
Boise, ID 83702  
208-334-1776  
(f) 208-334-9044  
<http://crapo.senate.gov>

Dirk Kempthorne  
Dept of Interior  
1849 C Street, N.W.  
Washington, DC 20240  
202-208-3100  
[webteam@ios.doi.gov](mailto:webteam@ios.doi.gov)

US Representative  
Bill Sali  
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Suite 101  
Boise, ID 83702  
208-336-9831  
(f) 208-336-9891  
<http://sali.house.gov/>

US Representative  
Mike Simpson  
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Suite 600  
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(f) 208-334-9533  
<http://www.house.gov/simpson>





# Showdown at Laidlaw Corrals

By Mark Lessor, Aeronautics Aviation Technician

The sagebrush covered desert of the Snake River plain was the scene of a random act of vandalism in early September. Laidlaw Corrals, a State-owned airport north of Burley, can be a lonely place. Cattle, ranchers, hunters and the occasional pilot seeking solace are the primary visitors. It was on one of these lonely days that a long serving

windsock standard and frame were cut down in a hail of .223 caliber bullets.

The Interagency Fire Dispatch alerted us to the status of the windsock, but it took a visit to the airport to evaluate the damage. Over 30 spent shell casings were found within the segmented circle. Everything from the



windsock down to the ground would need replacement. Todd Glass, Utility Craftsman for the Division installed the standard, and a few days later the frame and sock were added.

The cost to repair the damage is near a thousand dollars after time, material and transportation are taken into account. Some components



of the old frame may be re-used, but little escaped damage.

It is very unlikely that this damage was perpetrated by a pilot. As pilots and airport personnel, we are all at heightened levels of awareness as a result of 9-11. Isolated incidents like this are unfortunate. If you see damage at any of the State-owned airports, let us know as soon as possible so that we may issue a NOTAM if need be, and make repairs when necessary.

As to the aspiring desert marksman, a call to your nearest military recruiter may allow for your talents to be put to better use.



# Aeronautics' Mark Young selected for National Aviation Honor

By Mel Coulter, Public Information Specialist, ITD Office of Communications

Aeronautics' Airport Maintenance Manager Mark Young received the 2007 Distinguished Service Award from the National Association of State Aviation Officials (NASAO) during the organization's September banquet in Portland.

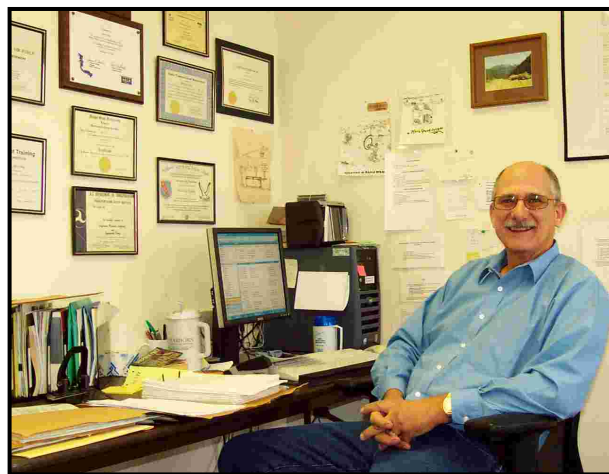
Young has managed the development, safety and maintenance of Idaho's 30 backcountry airfields over the past 13 years.

"Mark, his subordinates, his part-time employees and his numerous volunteers have done a superb job of maintaining these sites, both the safety of the aircraft facilities and the quality of the camping, picnic and support facilities," wrote Aeronautics

Administrator John V. DeThomas in Young's award nomination.

Young also manages 20 state-owned airport courtesy cars located throughout the state at semi-remote airports that lack other local transportation options. "His ability to obtain and maintain these vehicles with minimal funding is amazing," DeThomas added.

Additionally, Young was the founding chairman and driving force behind creation of the Idaho Airstrip Network, a national, first-of-its-kind collaboration involving the Idaho



most senior aviation organizations in the U.S. It predates even the Civil Aeronautics Authority, which is the forerunner of today's Federal Aviation Administration.

The organization's members organize, promote and fund a variety of aviation programs across the nation.

In response to receiving this prestigious award, Mark emphasized that it was the result of a synergistic response much larger than any one individual. He made it abundantly clear that many others deserved a large vote of thanks for this award. Everyone from his fellow Aeronautics' employees, to the vast cadre of volunteer workers, state and federal government agencies, and private organizations deserved an equal or greater share of the congratulations for their service. He further thanked the Transportation Board, ITD Executive Management and the Aeronautics Advisory Board for their continued support of these programs. Without this enormous interdependency of various individuals, organizations and agencies, Idaho would not enjoy the system of popular airstrips it now possesses. "I cannot thank you enough for your help in making this award possible. I accept this on your behalf with my sincerest appreciation and deepest gratitude," Mark stressed in his final remarks.

– Editor

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Division of Aeronautics, the U.S. Forest Service, Bureau of Land Management, the Idaho Aviation Association and others.

The innovative effort formed an ongoing partnership to protect and improve 100 backcountry airstrips in Idaho, including state-operated airfields, Forest Service sites, wilderness airstrips and privately owned, public-use fields.

NASAO was founded in 1931 and is one of the





## **ALERT – Ethanol Could Ground Oregon Piston Engine Airplanes – ALERT**

**By Mike Ferguson, NW Region AOPA Representative**

The Oregon legislature passed an ethanol bill this year, which requires 10% ethanol in all gasoline sold in the state. For some unexplained reason, this bill passed without the knowledge of Oregon pilots. It appears that 100 octane aviation fuel is included in this bill, but airplanes using auto fuel will most definitely be affected.

The Oregon Department of Agriculture is charged with developing Administrative Rules to implement the new law. A recent meeting held at the Department of Agriculture was attended by officials from the Department of Aviation, the Attorney General's office and pilots to discuss the problems surrounding ethanol blended fuel in aircraft engines. The official from the Attorney General's office thought that 100 octane fuel and auto fuel sold on airports could possibly be exempted but that fuel sold at gas stations where most auto fuel used in aircraft is purchased, would be blended with ethanol. It was felt that legislative action would likely be necessary to amend the new statute to exempt 91 octane fuel sold at gas stations.

This is a good example of why pilots need to be alert in other states where similar ethanol legislation is being considered. In order to be more aware of these legislative proposals, pilots need to contact their legislators for more information and to make every effort to testify at legislative hearings to promote the exemption of 91 octane fuel at the gas stations from the ethanol bill.

**\* \* \* ALERT \* \* \***

**\* \* \* ALERT \* \* \***



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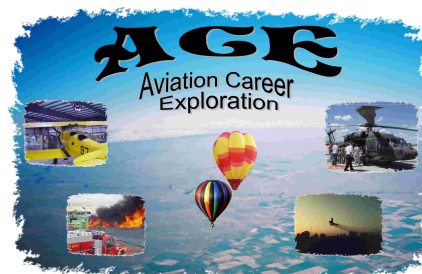
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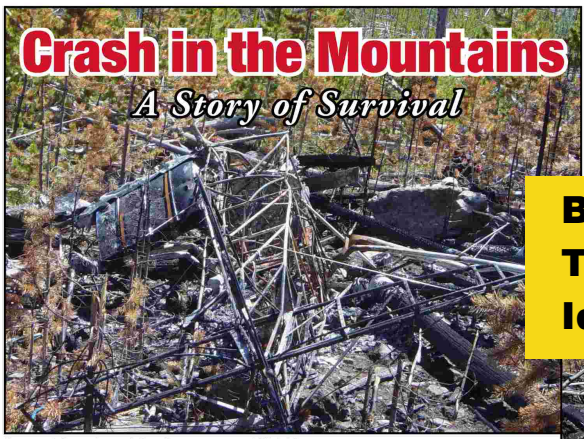
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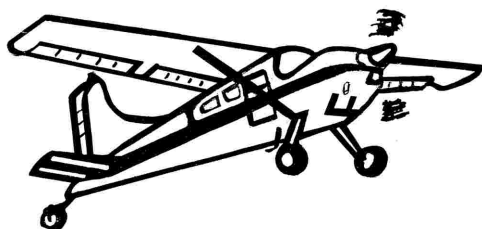
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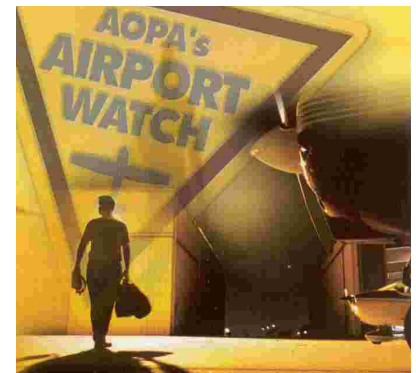


# Anonymous Donor to Warhawk Air Museum makes 2008 Museum Expansion a Reality!



The Warhawk Air Museum is excited to announce that a \$100,000 donation has been received from a person who wishes to remain anonymous. The donation will be used to help fund the expansion of the existing museum building in 2008. The new 12,000 square foot addition will allow the museum to fulfill its long term mission to include the Korean and Vietnam wars as a part of the museum experience. It will also add the much needed additional space for its fast

growing Veterans History Preservation Program. The donor took advantage of a tax law that allows a person to donate up to \$100,000 from an IRA directly to a charitable organization, income tax free. This opportunity expires December 31, 2007, unless it is renewed and extended through 2008 by the IRS. For further information about the new museum expansion, please call the Warhawk Air Museum at 208.465.6446.



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# A Little Organic Chemistry . . . Very Little

By Steven D. Clements, President, Top Fun Flyers

I took organic chemistry at BSU around 1976 and I've forgotten most of it, but a few things stuck with me because they were revelations. I thought I'd write a couple of articles that are simple but explain some mysteries.

The bulk of inorganic compounds occur as salts, the combination of cations (positive charge) and anions (negative charge) joined by ionic bonding (very weak). Sodium (a metal cation) and chlorine (a gas anion) don't exist in nature alone; they will combine together to form table salt. Dissolve this salt in water and you get an electrolyte that conducts electricity. For aircraft coverings, we don't care a lot about inorganic chemistry.

Organic chemistry is a specific discipline within chemistry which deals with chemical compounds consisting primarily of carbon and hydrogen, and which may contain any number of other elements including nitrogen, oxygen, halogens (chlorine, bromine, iodine), phosphorus, silicon and sulfur.

Since I've been doing some fabric work over the past few weeks, I've investigated what kind of compounds I'm dealing with and why I need to wear a mask and gloves when I'm around them.

In the beginning, aircraft were covered with cotton since it was either that or wool that you had to choose from. You sealed and tightened it with nitrate dopes that worked well but were violently flammable even when it was a dry film. Along came polymers (plastics) and when made into fibers and woven, they worked better than cotton for aircraft coverings. Plastics are organic compounds.

The most common organic elements around are carbon and hydrogen, and they like each other - meaning they bond to each other readily. Think of carbon as an atom that has 4 hands reaching out to hold onto other atoms. Hydrogen has only 1 hand. A common organic compound is one carbon holding onto 4 hydrogens, and we call it methane.



Steven D. Clements

Two carbons holding onto each other with one hand each, will also hold onto 3 other hydrogens each. That compound is called ethane. Three carbons in a chain is called propane, 4 is called butane, 5 is pentane, etc. The chain of carbons, surrounded by hydrogens, is called a hydrocarbon; they're flammable and we use them for fuel.

The next article will show how these carbons can get very long, and the compound it forms is a polymer (plastic). Polyethylene is one kind of polymer, and polyvinyl chloride (PVC) is one kind of polyethylene. PVC is used in plastic plumbing, "vinyl" roofs on cars, "vinyl" phonograph albums, and Poly-Fiber products.

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# Calendar of Events

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8-9 **Flight Instructor Refresher Clinic (FIRC)**, Cambria Suites, Boise, [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero), Division of Aeronautics, 208-334-8775 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)

## MARCH

7 **IA Renewal**, Cambria Suites, Boise, [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero), Division of Aeronautics, 208-334-8775 or [tim.henderson@itd.idaho.gov](mailto:tim.henderson@itd.idaho.gov)

## APRIL

18-19 **Flight Instructor Refresher Clinic (FIRC)**, Hampton Inn & Suites, Nampa, [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero), Division of Aeronautics, 208-334-8775 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)

23-27 **Spring Canyonlands Safari**, McCall Mountain/Canyon Flying Seminars, [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com), Lori MacNichol, 208-634-1344

## JUNE

5-7 **Challis River of No Return Mountain Flying Clinic**, Challis, [www.middleforkair.com](http://www.middleforkair.com), Pete Nelson, Middle Fork Aviation, 208-879-5728

11-14 **Workin' Man's Basic Course**, McCall Mountain/Canyon Flying Seminars, [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com), Lori MacNichol, 208-634-1344

16-20 **Advanced Course**, Sulphur Creek, McCall Mountain/Canyon Flying Seminars, [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com), Lori MacNichol, 208-634-1344

23-26 **ACE Academy**, Boise, Division of Aeronautics, 208-334-8775 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)

24-27 **Basic Course**, McCall Mountain/Canyon Flying Seminars, [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com), Lori MacNichol, 208-634-1344

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Over the years, it has come to our attention that not every pilot or aircraft owner knows that they must register with the Division of Aeronautics to be legal to fly in Idaho. In an effort to educate the flying public, we have begun distributing posters and combined registration forms as a reminder. Your help is needed to spread the word to your fellow pilots and aircraft owners!

Funds generated through Airman and Aircraft registrations are used for everything from search and rescue and safety programs to maintaining airstrips and providing grant funds for airport improvement.

If you have changes to your registration, let us know right away so we can update our database. This is important to reduce duplications and unnecessary mailings. If you have a registration form or a renewal form, please indicate the changes on the form

and mail it to us. Or, you can call us at 208-334-8775 or email Bobbie Matthews at: [bobbie.matthews@itd.idaho.gov](mailto:bobbie.matthews@itd.idaho.gov)

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